

THE TRANSFORMER



TRAFFIC MANAGEMENT

AFPACS Moves Personal Property Counseling Into the Future

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A new alternative is available for out-processing members who can't, or would rather not, travel to their TMO for a counseling session. On 23 September, the development team at JPPSO-SAT deployed the Air Force Personal Property Automated Counseling System (AFPACS). AFPACS uses the latest Internet technology to provide members with an alternative to an in-person counseling session, allowing them to work through the information at their own pace, in the comfort of their own home or office.

Why Use AFPACS?

AFPACS benefits both the member and TMO by providing an alternative for in-person counseling. The member can accomplish all of the counseling on-line, saving the inconvenience of having to set up an appointment for a counseling session at their TMO. The member works at his or her own pace, even leaving the counseling session for an extended period to gather more information. As the AFPACS interview progresses, each page is saved, and all the information is still there the next time the member logs back in.

Even though AFPACS does not yet automate any of TOPS data entry, the TMO still has the benefit of not having to sit down with each member for an extended counseling session. All of the information covered during normal counseling is made available to the member in AFPACS. By the time the member comes to the TMO, he or she will have a completed DD Form 1797 and DD Form 1299(s) for each shipment, ready for entry into TOPS. The only thing that will not be on the forms is the origin and destination TMO information at the top of the DD Form 1299(s), which will be managed within TOPS.

One of the best features of AFPACS is the new weight estimator. Using industry weight standards, with additional inputs from the Air Force Excess Cost Adjudication Function (ECAAF), the member can develop a more accurate estimate of their household goods weight than the old "1,000 pounds per room" method. A member can sit down with his or her spouse, at home, and easily estimate the weight of their household goods as they look at the items in their house. During initial testing of AFPACS, members were very excited with this option.

Who Can Use AFPACS?

The initial version of AFPACS specifically targets active duty Air Force Personnel making an in-CONUS PCS move. AFPACS does not currently handle overseas moves, separations, retirements, personally procured moves (PPM, formerly known as DITY),

nontemporary storage, boats over fourteen feet, or mobile homes. However, if a member is moving inside of CONUS, he or she can use AFPACS for most of their counseling, and the TMO will only have to brief the member on the additional requirements.

How Do I Access AFPACS?

Anyone who has access to a computer with an Internet connection and Internet Explorer software (available free from Microsoft) can use AFPACS from anywhere in the world. Simply go to <https://afpacs.randolph.af.mil> in Internet Explorer. Once there, the member will need to verify certain personal information to prevent unauthorized entry. From there, AFPACS guides the member through an interview to gather all needed information, and offers counseling information through hyperlinks on each page. Once the interview is complete, the member can download the forms, print them, sign them, and carry, mail or fax them to the TMO.

What's Next?

This version of AFPACS is only the first step towards automating the entire counseling process. The AFPACS team is already in discussions with the Navy about beginning efforts on a joint counseling system that will be accessible by every DoD Member. Part of the joint project will include an interface to TOPS to allow the shipment data to be entered directly by the system, saving data entry time. Plans are also in place to add digital signing as an option for members. Using the new Common Access Cards (CACs), members will be able to digitally sign their paperwork, which will mean that a member will be able to complete their counseling process without ever sending or bringing a piece of paper to the TMO. The TMOs will be able to directly download the forms and information necessary to book the shipment.

The release of AFPACS is the first step in automating the counseling process, helping provide a better customer experience, and helping our members have as smooth a move as possible. With the help of all the TMOs, we will be able to truly move personal property counseling into the future!

Industry Partner Critiques MTMC's Moving Program

By Mr. John Randt

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Charles McDaniel is a straight shooter. McDaniel, President of The Hilldrup Companies, Stafford, Va., brought that frank talk to an Industry Day Briefing at MTMC Headquarters Alexandria, on Aug. 27. In a conference room packed with passenger and personal property employees, McDaniel provided his candid, personal opinions on MTMC's moving program without reservation.

For all, it was a learning experience. For many, it was an uncomfortable experience. "I am absolutely committed to the view that military members deserve the best possible move," said McDaniel, who operates a company that has been in his family since 1940. MTMC needs only look at its own policies and rules, said McDaniel, to understand why acknowledged problems exist in the program.

In general, said McDaniel, "MTMC does not use properly, the industry leverage it receives for the nearly half million moves it conducts every year. For years in the past, MTMC paid noncompetitive rates that were too low. Now, in some areas, the military pays overly generous rates for the service it gets."

"You are one of the biggest customers in the world and ought to be treated as such," said McDaniel. "MTMC's methodology of rotating companies for business has unintended consequences," said McDaniel. To maintain market share, moving firms will create "paper companies." These companies have no assets and only a nominal business organization and structure. They are designed strictly to garner business within the orderly rotation of the awards of personal property business.

The MTMC rules provide opportunities for the moving industry to adapt the regulations to their singular advantage, he said. McDaniel cited additional advantages to having multiple companies:

- ? If a bad move occurs and a local transportation officer issues a suspension, a firm with paper companies has others to fall back on to maintain business.
- ? In times of high volume, a moving company has the option of using its paper company with the highest rates. "You set it up, you've got to take it apart," said McDaniel, of MTMC's personal property program, especially paper company rules. Broadly speaking, McDaniel suggested three ways for MTMC to reduce the costs of Department of Defense moving costs:

- ? Reduce the total number of moves.
- ? Cut organizational overhead.
- ? Make cultural changes.

In the cultural category, McDaniel said the military's traditional inclination to take leave in conjunction with permanent change of station moves, means the majority of Department of Defense shipments require temporary storage, which requires double handling and added costs. With normal inflation, the costs associated with individual moves will not allow for moving charges to be reduced, he said.

As an organizational theme, McDaniel told MTMC that their personal property employees should "adopt the best practices of commercial customers." Large national firms are prized customers of moving companies. Industrywide, 40 percent of personal property moves are national accounts? military business is 14 percent. How do national accounts measure the work of movers? "If you don't perform they kick you out," said McDaniel. "Your reward is, if you give good service, you get the work. It is competition. Good movers have moved away from the military to national accounts."

Within Hilldrup, McDaniel said his firm formerly did 80 percent military work? now it does 5 percent. Standards are now set by national accounts and the moving industry itself in such innovations as: Full-value coverage, customer surveys, satellite tracking, employee training, improved equipment and performance-based contracts.

Supply and demand are key factors in the busy spring and summer moving season, he said. "I will tell you for sure," said McDaniel. "Dispatchers and movers look at revenue on jobs. They will allocate trucks on revenue and customer loyalty." McDaniel said he was "in general agreement with the new direction of MTMC," as the command develops a new moving initiative. Key elements, he said, should include:

- ? Use of the commercial tariff
- ? One-year rate filings
- ? Local transportation office control
- ? Best value approach
- ? Full replacement coverage
- ? Claim settlement by movers
- ? Military use of a customer survey

"There is only one question," said McDaniel, "you need to ask on a customer survey: 'Are you happy with your move?' " Movers who do not perform should be out of the program, he said. "You need more judgment and less rules," said McDaniel. "I do business on quality and on relationship." McDaniel's presentation drew attentive interest from MTMC employees. "You hit home a lot of our goals and ideas," said Col. Silvia Anderson, Deputy Chief of Staff for Passenger & Personal Property.

MTMC leaders briefed on new transportation concept

By Mr. John Randt
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When Vector SCM transporters looked at General Motors supply chain, they found a huge bureaucracy. "It was bigger than the government's (supply chain)," said Michael Nadolski, Director, Procurement and Contract Compliance, of the Novi, Mich., firm. "They build up naturally."

Nadolski, and a cadre of supply chain specialists visited MTMC's Alexandria, VA Headquarters on Aug. 20 to brief key transporters on a unique new initiative? Fourth-Party Logistics. Results have been impressive at General Motors, which has 18 Third-Party Logistics operations. In fact, General Motors is so enthusiastic about the concept; they own a portion of the supply chain firm.

In a step-by-step process, Vector SCM executives say they are transforming General Motor's transportation. To date, Vector and General Motors supply chain specialists have slashed the vehicle order cycle time from more than 60 days to 15-20 days. General Motors ships eight million new vehicles to over 120,000 dealers every year. In addition, the giant corporation ships among the firm's assembly, distribution, new vehicle dealer, and parts and service components.

"Fourth-Party Logistics is the design and management of Third-Party Logistics networks," said James Commiskey, Vice-President, Global Services, of Vector SCM, a subsidiary of Menlo Worldwide, Redwood City, Calif.

In Third-Party Logistics, a firm manages and synchronizes another organization's freight shipments. The firm uses the transportation assets of other commercial transportation firms. MTMC is currently operating a Third-Party Logistics pilot. A contractor, Eagle Global Logistics, of Houston, is managing shipments from Defense Logistics Agency depots in Georgia, Alabama and Florida.

"It is outsourcing to a new level," said Commiskey. "It combines the best capabilities and technologies from logistics companies and other service organizations to deliver value through the total supply chain."

"A number of elements are used to enhance the supply chain productivity," said Commiskey. They include: standardization, communications, and teamwork. "With a common process you use around the world, you should improve efficiency and you should improve speed," said Commiskey. Vector's work is "focused on total supply chain business solutions," he said. "We identify gaps (in seamless transportation)," said Commiskey. "We leverage lessons learned."

"More synchronized operations have produced speed, reliability and fluid operations," said Commiskey. "We've saved (General Motors) a ton of money," said Commiskey. To receive reimbursement for their services, Vector SCM uses a unique method of "gain share." In this system, the customer compensates Vector for a predetermined portion of the transportation and storage savings achieved. The remaining savings go to the customer.

"I think this is the most exciting thing I've seen in a while," said Maj. Gen. Kenneth L. Privratsky, Commander, MTMC. "You've got something here." Frank Galluzzo, Director, Distribution Analysis Center, agreed. "MTMC needs something like this," said Galluzzo. "We should do the same thing in our ocean contracts."

Special Packaging Instructions Retrieval & Exchange System (SPIRES) Redesign

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Special Packaging Instructions (SPIs) for Air Force weapon systems are available from HQ AFMC LSO/LOPP supported SPIRES web site. In our efforts to upgrade the SPI process and operate in a secure environment on the server side, SPIRES is operating on a new and faster server running Secure Socket Layer (SSL) protocol. The Uniform Resource Locator (URL) has changed from <http://spidds.wpafb.af.mil> to <https://spires.wpafb.af.mil>. Please update references, hyperlinks and bookmarks. Additionally, we launched a SPIRES redesign that incorporates a fly and fight appeal that is customer friendly and self-service oriented. Field units will reap the benefits of leveraging SPIRES in place of maintaining hard copy SPIs. The prime ALC (depot) will continue managing their SPIs through SPIRES. SPIRES facilitates proper packaging of weapon system serviceable and repairable spare parts and enhances packaging information transfer to the warfighters who need it most.

RAMSTEIN'S NEW PASSENGER TERMINAL OFFERS MORE FOR TRAVELERS

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A little more than 6 months after the grand opening on 1 Apr 02, military airlift passengers and the members of the 723 Air Mobility Squadron staff are settling in and firming up processes in Europe's newest passenger terminal. At 57,000 square feet, the new terminal is almost three times larger than the old terminal that formerly housed Ramstein's passenger operations. This increase in size has opened the door to many additional services to passengers as they travel to destinations within Europe and beyond.

On entering the new \$15 million dollar facility, the traveler is greeted with easy access to the Passenger Service Center and check-in areas. Also, the traveler can return rental car keys and has a place to store baggage in the new locker area. Other services offered include a SATO travel office, Subway Sandwich Shop, and a USO equipped with two Internet computers. There is one elevator in the building, and the nearby long-term parking area has proven to be a welcome addition as well.

The unique architecture of the new passenger terminal gives a great first impression of Ramstein Air Base. The facility offers first-rate accommodations and larger, more comfortable waiting areas for our military members and their families. Among the other creature comforts, the larger facility also brings some customer-friendly additions to the Kaiserslautern Military Community. For families there is a baby changing room, crib room, kitchen and a soft play area to help occupy children while waiting for a flight. There are two major waiting areas, separated from the ticket-processing counter, offering panoramic views of the Ramstein airfield and German countryside.

Over 60 thousand passengers have already benefited from the larger facility. Currently, design plans are being drafted to increase the facility capacity in preparation for the Rhein-Main transition scheduled to take place mid-2005. The annex project, currently at 35% design completion, will add two new jet-ways enhancing the terminal's ability to handle the Patriot Express missions that Ramstein will pick up following the Rhein-Main AB closure.

In all, the opening of the new terminal at Ramstein has proven to be a significant quality of life enhancement for passengers using the terminal as well as the entire Kaiserslautern Military Community. Both the Air Terminal staff and management are always looking for feedback to continue to make operations convenient for passengers. We are also incorporating customer ideas into the design plans for the future annex as the design plans quickly moves towards completion.

Hasty container 'building' speeds helicopter upload

By Mr. Mark Rice

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837th Transportation Battalion

When heavy rain threatened to delay the scheduled move of 40 helicopters from Pusan, Korea, by the 837th Transportation Battalion, Lt Colonel Floyd Driver mulled over an unexpected choke point: How to shrink-wrap 27 AH-64 Apache and 13 UH-60 Blackhawk helicopters?

MTMC ingenuity took over. Working closely with support troops from the 19th Theater Support Command, contractors, and the Republic of Korea Port Operations Group, Yun Chang-Hwan, of the 837th Transportation Battalion's Operations Division found a solution. Shipping containers were used to build a temporary covered work area to shrink-wrap protective plastic over the aircraft. U.S. Army-owned 20-foot containers were used for the walls. Large, 40-foot containers belonging to the Republic of Korea were placed overhead forming a roof for the structure.

Port workers quickly named the structure "The Castle". "The temporary work area that allowed for the helicopter shrink-wrapping was the absolute key to the puzzle that confronted us," said Driver. "Efficient shrink-wrapping led to an efficient upload." The shrink-wrapping involves putting padding over sharp edges of the aircraft and using heat guns to wrap the plastic over the entire aircraft. The covering protects the aircraft from corrosion during ocean voyages. Shrink-wrapping is prohibited when it is raining. "When we planned the operation, we figured the shrink-wrapping would take from four to eight hours," said Lt. Col. Tracy Cleaver, Commander, 194th Maintenance Battalion, Camp Humphreys.

"Within a day," said Cleaver, "we were down to four hours which we thought would be our best time. However, as the unit got more proficient, the time per aircraft was reduced to two hours and 15 minutes." As a result of the construction of a temporary work area, all 40 helicopters were completely shrink-wrapped and staged for loading aboard the Green Dale, when the vessel arrived at Pier 8, on the evening of May 13. The Kargo Kings began loading the aircraft at 8 a.m. the next day.

Prior to the shrink-wrapping, the aircraft were put through an assembly line processing. The various processing stations included receiving, rinsing, inspection, disassembling, shrink-wrapping, staging and loading. "It was absolutely a great mission," said Driver. "The hours of intricate planning and our experience were important, but ultimately, it was our creative execution." The teamwork of all participants was a major factor in the mission's success," said Ronald Day, Chief of the Battalion's Operations Division. "Considering the many Army organizations, I am amazed we formed such a cohesive team," said Day. "This shows great credit to all Army training."

Preparation of the loading plan included hours of modeling due to the massive size of the aircraft and restricted vessel interior dimensions. Marine cargo specialists used modeling to confirm that the aircraft could move within the vessel to its final stowage location. Pilots from the 2nd Infantry Division and 6th Cavalry Brigade flew the helicopters to Pusan. Stevedores from the International Stevedoring Company rounded out the team effort by concurrently loading 247 pieces of ancillary helicopter equipment. Most of the 40 helicopters from Camp Long and Camp Humphreys will be transferred to National Guard units in Indiana, Ohio, Iowa, Missouri and Texas as part of the Army's Aviation Transformation Plan.



Forty-foot shipping containers were used to construct hasty structure to shrink-wrap helicopters

MTMC transships Kosovo Force in New York harbor

By Lisa Bandur
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 956th Transportation Co

Amid the bustle of Greater New York Harbor, a peacekeeping task force of the 10th Mountain Division (Light) has been routed back to its home station. MTMC's 956th Transportation Co. discharged the equipment of a Kosovo peacekeeping task force and transshipped the equipment by rail to Fort Drum, N.Y., and 12 other military installations.

The 956th port team and its partners-who proudly call themselves "Team Yankee"-handled the largest military equipment move in the Northeast since the 1999 closure of MTMC's Bayonne Military Ocean Terminal. Team Yankee discharged two vessels, Saudi Diriyah and Merlin, loaded at the Black Sea port of Constanza, Romania, in late June and the first days of July. In all, some 900 pieces of cargo were transshipped to home stations. The cargo included: 450 wheeled and tracked vehicles, 400 containers and 36 helicopters.

"This mission presented us with many challenges," said Major Michael Cashner, Commander, of the Fort Monmouth, N.J., unit. "First, we needed to find a port facility with enough available space to stage all of the equipment as well as an open area to reassemble and fly the helicopters," said Cashner. "Second, the port had to be in close proximity to a rail facility with the capacity to stage and load nearly 400 vehicles. Finally, the security of both facilities was also a huge concern." The discharge site selected was Global Marine Terminal, Jersey City, NJ, with over 35 acres of available hardstand and a work force that included many Bayonne terminal veterans.

"The open storage space provided ample space for staging vehicles as well as helicopter reassembly, landing and take-off areas," said Cashner. "The terminal staff provided considerable assistance with safety, security and force protection," said Capt David Hartwell, Security Officer, 1176th Transportation Brigade, of Baltimore, MD. Additional help came from a team of the Army Reserve's 4249th Port Security Co., of Pochontas, Iowa.

The New York/New Jersey Port Authority provided MTMC assistance in locating a rail loading facility. "The Newark, NJ facility normally used lacked enough room for the huge cargo volume," said David Kottka, 956th Operations Officer. At no charge, CONRAIL made available to MTMC its Portside Rail Yard, in Elizabeth, NJ, which it leases from the authority.

The Portside yard with two 2,500-foot rail lines, an empty office building and over 30 acres of staging area was a perfect solution. But only after two challenges were overcome. The challenges included:

- ?? There were no rail ramps for loading wheeled vehicles on to railroad cars, and
- ?? Labor costs to move the vehicles the eight-miles between the Global Marine Terminal and the portside rail yard were substantial.

"Solving these problems took some innovative thinking," said Cashner. To provide railroad ramps, transporters added this need to the railroad car contract. An economical solution came from industry. A solution came from Taylor Transfer Services Inc., of Biglerville, PA, which was contracted to provide temporary rail ramps on behalf of CSX.

"Taylor Services is an amazing company," said Cashner. "We couldn't have done this without them." Employees of the firm improved upon an idea they found in a Korean War-era Army technical manual. They built six temporary ramps using 60-foot wooden-deck rail cars. Using heavy-duty inflatable bags, Taylor Services technicians raised one end of a rail car high enough to remove the trucks and road wheels. Next, they deflated the bags. This lowered the car to the ground and produced a temporary ramp. Four-inch oak planks were used to span the gap between the ground and the low end of the rail car. "This is really an amazing idea," said Tom Mingolla, CONRAIL's Port Newark Trainmaster. "I've never seen anything like this in all my years on the railroad-but it works like a charm."

Cashner agreed. "This is an outstanding example of MTMC's partnership with industry," he said. "We've gotten outstanding support from Taylor Transfer Services. They truly bring customer service to a whole new level. They taught our troops so much about rail loading and were fully involved in this mission from the beginning." In addition, the firm furnished all blocking and bracing materials, supplied and emplaced all bridge plates and spanners between rail cars, and provided critical technical guidance on rail loading and safety.

To reduce driving and loading costs associated with the transshipment, the 956th asked for assistance from the 11th Transportation Battalion, Fort Story, Va. The 7th Transportation Group transporters agreed to provide 49 Army stevedores from the 119th Transportation Company's 4th Platoon. The stevedores moved, loaded, and secured nearly 400 vehicles between the two transshipment sites. The stevedore platoon leader, 2nd Lt. John Hospodar, had full responsibility for the transshipment, said Cashner.

"Those troops were amazing," said Cashner. "They loaded over 100 rail cars, in 95F plus degree temperatures, in less than 30 hours. And I never heard a single complaint. I'd ask soldiers, 'Are you tired?' and I'd always receive an energetic 'No, Sir!'" To achieve further economies, the Fort Story transporters rode a bus to Red Bank, NJ, and stayed in a National Guard armory at no charge. Labor costs were limited to temporary travel charges for the soldiers and the rental cost of seven vans. "You add it all up," said Cashner, "and we easily saved the government over \$300,000." Additional support came from the Directorate of Logistics, Fort Dix, NJ, which provided medical and maintenance support. Medics voluntarily distributed 70 gallons of water and used 140 pounds of ice daily and ensured soldiers were taking care of themselves.

Mechanics had to jump-start, repair or tow over one-third of the vehicles off the ship. "There were a lot of moving pieces and players involved with this mission," said Cashner. "We've got a great team up here in New York and New Jersey. Everyone always pulls together and does his/her share to ensure a successful mission. I had no doubts that this mission would be any different."

The mission was bittersweet for Lt Colonel Fred Stribling, Deputy Commander, of the 1176th. It was Stribling's last mission before retirement. "It's funny that the Global Terminal is right across the channel from Military Ocean Terminal Bayonne," said Stribling. "I was assigned there as a lieutenant. My career is finishing where it began." Stribling and his detail of 15 soldiers from the 1176th played a critical part in the mission. "We couldn't have completed this mission without the 1176th," said Tim O'Sullivan, the

956th's senior Marine Cargo Specialist. "They did everything from running port security to planning the discharge and operating the staging area." O'Sullivan, a former Bayonne terminal employee, echoed many of Stribling's sentiments. "It was great to see so many familiar faces. It felt like a homecoming," said O'Sullivan, referring to the 1588th local International Longshoreman Association, of Bayonne. The same union members formerly worked for MTMC at the Bayonne terminal docks. "Seeing those folks again definitely gave me a sense of comfort," said O'Sullivan.



Soldiers from 119th Transportation Co., 11th Transportation Battalion, load vehicles aboard railcars

MTMC Changes Its Domestic Freight Contracting Process

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As promised, the Military Traffic Management Command has begun changing the way it contracts for moving most domestic freight and fuels. "MTMC has moved to the use of tailored transportation contracts for its domestic freight and fuels," said Col. Jan Frye, Principal Assistant Responsible for Contracting. The command's first contracting action under the Federal Acquisition Regulation took place June 21st with a MTMC solicitation that went to transportation providers. Full implementation of Federal Acquisition Regulation for contracting will take place by September 30th.

In March, Major Gen. Kenneth L. Privratsky, Commander, at the 2002 MTMC Training Symposium, in Dallas, promised the changes to the MTMC's contracting for domestic freight. When a proposed pilot program threatened to delay implementation of the program, Privratsky ordered the program's full implementation.

To meet the accelerated goal, a MTMC Integrated Process Team was organized to streamline the contracting process transition. To assist interested freight transportation providers, the team held pre-proposal conferences in Houston and Atlanta. Pre-proposal conferences for fuel transportation providers were held in Washington, DC, St. Louis, and Los Angeles.

"This is our first step in compliance with the Federal Acquisition Regulation," said Frye. "In the past, we have complied with the legal definition but not the standards." In the past, MTMC contracted for domestic freight via the Guaranteed Traffic Program. The program solicited transportation providers, via tenders, to submit rates for heavy freight traffic lanes for a short period of time, typically one year. However, transportation providers could leave the contract without penalty. There are several exceptions to the proposal. They include MTMC's continued use of voluntary tender procedures for shipments not covered under a long-term

contract. Those government bills of lading-based movements continue to be recognized as exceptions under the Federal Acquisition Regulation.

Official notification of the proposed change was published in the July 21st, 2000, issue of the "Federal Register." For additional information on the contract changes, contact Jackie Woodson at (703) 428-2071.

US ENTRY CUSTOMS REQUIREMENTS

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Recently, the US Customs Service frustrated several WWX shipments upon their arrival in CONUS. The primary reason these shipments were frustrated was because they were consigned to a commercial contractor versus the sponsoring component Service, i.e. the United States Air Force in c/o the commercial contractor. Additionally, some of these shipments did not have commercial invoices or the American Goods Returned statement included in the documentation. Proper consignment is critically important on shipments returned to DoD contractors for repair.

According to the DoD 4500.9-R, DTR, Part V, DoD Customs and Border Clearance Policies and Procedures, U.S. Government military shipments should not be subject to duties and taxes. To ensure packages flow through US Customs, shipping offices must provide the following information with each shipment:

- ?? Shipper spelled out in the clear, i.e., United States Air Force (not USAF), then shipper's unit and address.
- ?? Consignee spelled out in the clear, i.e., United States Air Force (not USAF), then consignee's unit and address.
- ?? If shipping government assets to an Air Force contractor, list the United States Air Force first, then c/o contractor name and address. Proper sponsoring component command is extremely critical on shipments consigned to commercial contractors or vendors.
- ?? Specific item description. Do not use generic terms such as aircraft parts.
- ?? Shipping documents must also reflect the statement that the shipment is for US Government or military use.
- ?? Do not use acronyms or abbreviations on shipping documentation, as they often lead to the assessment of duties and taxes.

Though the American Goods Returned (AGR) statement has not traditionally been requested at gateways familiar with DoD shipments, it is a requirement per 19 Code of Federal Regulations (CFR), paragraph 10.103. Therefore, the US Customs Service has the right to require the documentation. The AGR must be printed on Air Force letterhead and conform to the requirements detailed in 19 CFR. Include the AGR on the commercial invoice.

Overseas shippers must adhere to the above requirements when returning cargo to the United States in order to avoid shipments being frustrated by the US Customs Service. If you have questions, points of contact are Ms. Maggie Proctor, AFMC LSO/LOTC, DSN 787-4814/Com'1 937-257-4814, e-mail: Margaret.proctor@wpafb.af.mil, or Mr. Scott Tiedt, HQ USAF/ILGD, DSN 225-2165/Com'1 703-695-2165, e-mail: scott.tiedt@pentagon.af.mil.

When Does Customer Service End?

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For years I witnessed the damages to personal property through negligence by carriers. Words of sympathy did little to comfort or help the customer. The only tools I had to record the damages were a Polaroid camera and a pen. Needless to say one would be lucky to get a few decent photographs out of a roll that might help show the causes of the damage. That has all changed now with the digital age.

Our squadron commander provided our Quality Control section with a digital camera and a CD burner that has redefined Customer Service here at Holloman AFB, NM. With the ability to take 120 photos on one memory card and edit and/or retake photos on the spot has allowed us to capture the causes and results of poor packing and loading, both at origin and destination. These photos can be e-mailed directly back to the origin personal property shipping office for review and action. Our customers began to notice the photos we were taking and on occasion would ask for copies (sometimes requested by the Legal Office). I began to wonder how this opportunity could improve our customer service and benefit the government.

I enrolled in a weekend college course on Web Page Development (75% tuition paid for by the Air Force) and learned to develop web pages. I then took the resulting photos from shipments with damages and packing violations and set them up in a web page format. I then burn these to CDs upon request from our customers. Now our customers are armed with photographic evidence for use in their claims process. These photos also provided Claims with photographic evidence to go back to the carrier and collect for damages that otherwise would not have been paid without proof of negligence and Tender of Service violations.

Here at Holloman AFB, we are committed to providing the best customer service in the Air Force. Customer service does not end at the time of the delivery, but in many cases, only begins. With a little computer savvy and dedication to customer service principles, this program can be quickly and easily established. To see a sample of this great customer service tool go to <https://wwwmil.holloman.af.mil/LG/trans/house/CS/Go.html>. If you have any questions, comments, or suggestions feel free to contact me at carroll.coleman@holloman.af.mil or DSN 572-5148.

VEHICLE MAINTENANCE

VEHICLE MAINTENANCE CONFINED SPACE ENTRY PROGRAM

By TSgt Steven Morris

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This article addresses the impracticality of establishing, executing and maintaining a confined space program within the Vehicle Maintenance Flight at Osan Air Base. Traditionally, most Vehicle Maintenance shops, Air Force wide, do not maintain confined space programs. Confined space entry within Vehicle Maintenance is so infrequently required and the cost of obtaining the equipment and training, plus man-hours expended, is not cost effective. A locally contracted source, that can easily and economically fulfill all known requirements, is a more feasible option. Since the need for confined space entry is rare, the common practice is to contract all inspections and repairs.

The reason a program was being considered at Osan is because required tank baffle inspections on our R-11 refueling truck fleet had not been performed in accordance with technical order (T.O.) guidance, prior to our April 2002 Unit Compliance Inspection (UCI). The baffle inspections on all our trucks have since been performed by a local contractor licensed by the Korean government for non-destructive inspection; a competent authority as prescribed by Title 49 Code of Federal Regulation (CFR). The T.O. for the Oshkosh R-11, states that if the crack exceeds 38 inches it must be repaired in accordance with Warner Robbins ALC guidance. Vehicle maintenance is not equipped to perform these repairs and would ultimately contract the job to a local repair shop. Other than these tank baffle inspections, there is no foreseen need for a confined space entry program within vehicle maintenance.

The cost of the inspection by the contractor was a mere \$300 per truck. A grand total of \$5,700 was incurred for initial inspections on all 19 vehicles. The cost of obtaining the required equipment to test and monitor oxygen content and flammable hazards is approximately \$5,000, with a recurring cost for calibration annually by the manufacturer if PMEL cannot calibrate it. The cost of the personal protective equipment (PPE) for personnel assigned to the Refueling Maintenance shop is approximately \$1,000 per person. The initial cost of PPE would be realized, and repeated every 12 months, due to the high turnover rate because Osan is a short tour. The annual cost to maintain a Confined Space Entry Program will range from \$3,000 to \$5,000. Over 15 years (the lowest common denominator) at Osan, the cost savings for contracting the inspections will be approximately \$26,000.

There won't be a need for confined space tank entry for another 3 years. However, to maintain a program, refueling mechanics require training annually. The training consists of computer based training and classroom instructions, which takes approximately 60 hours for a seven-level technician to complete. Furthermore, since the personnel are newly assigned, the National Institute for Occupational Safety and Health recommends new PPE be issued. Before a worker is required to wear a respirator with a positive

pressure, tight-fitting face piece, he/she must be fit tested. Bioenvironmental Engineering is the only office that can perform fit testing. Coordinating this process for similar equipment used in Allied Trades has routinely taken several weeks. Equipping and training personnel annually to perform a task that they will not be required to perform during their one-year tour at Osan, is a waste of resources.

Immediately after our UCI Inspection, we explored the option of using other on-base organizations that had a confined space program already in place. However, we found that the confined space programs within their organizations couldn't be used due to federal regulations. Use of other base organizations would still require vehicle maintenance to have a confined space program. It would require coordination with Base Fire Department, Ground Safety, and Bioenvironmental Engineering just to get a non-routine entry permit. The contractor fulfills all requirements. Additionally, since the job is performed off base, no Osan Air Base agencies are involved. And there was no liability incurred for safety or health concerns.

Ultimately, it makes sense to hire a contractor for tank baffle inspections on the R-11 refueling trucks instead of maintaining a confined space program. The cost saving for contracting the work as opposed to having a confined space program is significant. The manning at a short tour base doesn't provide the continuity needed to maintain a viable program that is used so infrequently. Scheduling and coordination with all base agencies involved in a confined space program is extremely difficult, cumbersome and time consuming. Local contractors are flexible and only require 24 hours notice to perform the inspections.

PACAF WORK ORDER RESIDUE PARTS PROGRAM

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As technology changes, so will the way we do business as vehicle maintainers. Today's vehicle maintainer is tomorrow's "Aerospace Vehicle Technician." A perfect example of this technology is the way we use the web to gain access to vendor parts to order replacement parts. It doesn't matter what part of the world we're in. As long as we have access to a web browser, we can get parts for our vehicles. The bottom line, we in the command are using modern technology in working "smarter and not harder." One of PACAF's calls for technology is the PACAF Residue Program, now an interactive web site. As of April 15, 2001, the residue program can be accessed by anyone that has access to the Internet. First time users will be required to register on the web site by creating their own user ID, and password to enter the site. Users can query the database by base, part number, NSN, Nomenclature, and vehicle type. In addition, you download a local copy of the entire database, or a base's portion into an excel spreadsheet for reference purposes. Each base can assign a primary and an alternate point of contact that provides residue record updates to the database. Updates are reflected in real time. The Residue Parts Program has potential for wider Air Force application. If other commands are interested in having visibility of work order residue parts worldwide, the web site can be accessed at <http://www.pacafresidue.com/>. Anyone who has questions, comments or is interested in participating in the program can e-mail or call MSgt Gary Young, the web site creator at gary.young1@hickam.af.mil or call DSN 315-449-8822.

AERIAL PORT

AMC Celebrates the 100th Halvorsen Roll-Out

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On 6 September 2002, AMC celebrated the 100th Halvorsen 25 K-loader rollout, and marked yet another milestone in a program that has been nothing but a success story from the beginning. The Next Generation Small Loader (25K) was named after Colonel Gail S. Halvorsen. Col Halvorsen flew food and supply missions during the Berlin Blockade and became affectionately known as the "Candy Bomber." He became one of airlift's most famous figures for his symbols of good will, parachuting candy to children outside the Templeton Airdrome and personally visiting children in the hospitals.

The acquisition of the new loader began back in 1994. AMC was searching for a commercial, off-the-shelf high reach loader that could replace the 1970's era Wide Body Elevator Loader and the 1960's era 25K loaders. FMC won the drive off competition conducted at Travis AFB in 1998, and was awarded the initial contract to produce 264 loaders. The Halvorsen began full rate production in November 2001, and is scheduled to complete its production run in January 2005. The loader has already been delivered to 33 active, Air Reserve, and Air National Guard units, and is currently operating in 12 countries worldwide. Operators and maintenance personnel alike are very pleased with this new high-reach, automated loader.

The Halvorsen loader complements AMC's 60K Tunner that began production in 1997 by Systems & Electronics Inc., and has produced 216 of its contracted 318 six-pallet, high reach loaders. Together they are modernizing our Global Mobility Fleet and have become crucial to the airlift system and support of Operation ENDURING FREEDOM, our nation's ongoing fight against terrorism.

Restoration of Operations for Air Mobility Command

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In May 2002, a contingent of five aerial port experts from Air Mobility Command at Scott AFB IL traveled to Osan Air Base, Republic of Korea. The purpose of the trip was to assist the Air Force Operational Test and Evaluation Center assess new technologies during the 2002 Restoration of Operations Advanced Concept Technology Demonstration.

RestOps ACTD is a five-year Department of Defense effort to identify technologies and techniques that assist the military's ability to quickly restore operations after a biological or chemical attack. The Secretary of Defense approved the RestOps program in February 2000.

The AMC team's focus in the recent exercise was in restoring aerial port operations after an attack. The command's 731st Air Mobility Squadron demonstrated the operations during a 51st Fighter Wing Combat Employment Readiness Exercise. The squadron, a tenant unit at Osan AB, handles the movement of passengers, freight and vehicles to and through the Republic of Korea. During hostilities, the squadron's primary mission is to receive deploying forces, inbound cargo and supplies to support 51st FW operations.

"Through the 51st FW CERE, the 731st AMS was given an excellent opportunity for hands-on application of several new technologies and techniques in an almost-realistic chemical agent environment," said Major Michael P. Smith, Chief, Functional Plans and Automation Support Branch for AMC's Operations Directorate.

"Numerous NCOs and junior enlisted airmen from the 731st AMS demonstrated the application of new technologies and techniques presented by the 2002 RestOps ACTD team, while the AMC team assessed the new technologies being used and techniques being employed," said Smith.

The AMC contingent was fortunate to have a C-5 aircraft from the 433rd Airlift Wing at Lackland AFB, Texas, arrive on a scheduled mission. Senior Master Sergeant Harold Guckin, non commissioned officer in charge of AMC Air Terminal Operations, said the en route stop at Osan AB to download and upload cargo during the CERE was a blessing in disguise. "There is no better way to assess the military utility of new equipment than by placing it in an operational environment," he said.

The presence of the C-5 allowed aircraft cargo handlers an opportunity to use a new cargo protective cover brought to the ACTD by placing it over a cargo pallet during an actual offload. Cargo handlers from the 731st AMS also demonstrated new protective gloves while covering and uncovering cargo, and during cargo offload operations. AFOTEC will consolidate the data and participation questionnaires for the 2002 RestOps ACTD. "AMC is looking forward to receiving the official report," said Smith.

Team Andersen provides Typhoon relief to Guam and Chuuk

By Major Robert Gibson

When Guam was hit by two consecutive typhoons and was without power for nearly two weeks, the needs of others were still on the minds of Team Andersen personnel. The combined efforts of Team Andersen units in conjunction with the arrival of the Federal Emergency Management Agency (FEMA) made a significant difference in Typhoon recovery efforts. Andersen hosted the mobility control center for FEMA efforts in support of both Guam and Chuuk relief. The 36th Logistics Support Squadron (LSS) orchestrated the Reception Control Center (RCC) operations to ensure relief supplies were off-loaded from Strategic airlifters by the 734 AMS Aerial Port Flight. The cargo was then staged in a hangar for repacking and/or reprioritization, and then reloaded on the proper tactical airlift assets. The RCCs daily situation reports ensured prompt and accurate information flow to 36 ABW leadership, higher headquarters and eventually back to FEMA headquarters in Washington D.C. The RCC also helped FEMA obtain ground transportation/MHE support and ensure load planning was done with support from Trend Western Corporation and the 734 AMS. The 734 AMS Air Mobility Control Center ran all staging operations for the C-130s, from scheduling aircraft to making arrangements for billeting of aircrews. The LSS Fuels flight worked hard to refuel all the aircraft upon arrival. From 12-28 Jul 02, Team Andersen facilitated the smooth inflow of 610 short tons of relief supplies for Guam and the timely dispatch of 22 C-130 missions carrying 207 short tons of life-saving relief cargo to the devastated island of Chuuk, Federated States of Micronesia. These efforts included deploying Trend Western contract employees and LSS mobility personnel to Saipan to build pallets of donated relief supplies. The significant contributions of the 36th ABW and all of Team Andersen were critical to the success of FEMA operations. Once again, Team Andersen overcame challenges to help those in critical need.

MILITARY TRAFFIC MANAGEMENT COMMAND

Planning Begins To Welcome New MTMC Commander

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The meeting is being held in a cool, air-conditioned conference room at MTMC Headquarters in Alexandria, VA. Outside, the temperature this July 31 is a sweltering 95F. Before the day is over, the heat index will top 110F.

Meeting coordinator, Jeannie Bell Winslow's gaze is far beyond the heat of today. As meeting participants talk, she is pondering 10 weeks away, trying to visualize the indistinct shapes of the future forming in the distant cool, crisp fall days of October 16-17. Winslow is responsible for planning a quartet of transition events on those two days in which Brig. Gen. Ann E. Dunwoody will assume command of MTMC from Maj. Gen. Kenneth L. Privratsky, Commanding General since July 9, 1999.

The four events include:

- ? A formal change of command from Privratsky to Dunwoody at 10 a.m., Oct. 17, at Conmy Hall, Fort Myer, VA.
- ? A reception for Dunwoody at 11 a.m., Oct. 17, at the Spates Community Club, Fort Myer, Va.
- ? A retirement ceremony for Privratsky at 10 a.m., Oct. 18, at the Personnel Command Flag Room, Room 7N15, Alexandria, VA.
- ? A retirement dinner for Privratsky at 6 p.m., Oct. 18, at the Army Navy Country Club, Arlington, VA.

"It is one big challenge," said Winslow, who serves as the Director of MTMC Training Symposium. "We do not have that much in the way of documentation from the last change of command. We are trying to anticipate every challenge." Winslow has appointed a separate coordinator for each of the four events. Command Sgt. Maj. James Morgan is responsible for both formal ceremonies? the change of command and the retirement ceremonies. Cori Libby, Command Affairs, is responsible for the new commander's reception. Mary Townes, an administrative officer in the Command Group, is responsible for the retirement dinner.

Team members say they are honored to participate in the preparations. "This is all second nature to me," said Morgan. "As command sergeant major, this is what I do. I can do it in my sleep." "The fact he selected me for command sergeant major means I am more than privileged to provide him a first-class departure from this command." Other team members were equally supportive. "I am honored to be a part of the planning team for the upcoming events," said Libby. "My main task is to update the command's protocol list to ensure we include in the change of command events our industry partners, as well as our military and government leadership."

"We have a great team," echoed Townes. "I am honored to be the coordinator for the Commanding General's retirement," said Townes. "I want the event to be special to the Commanding General and his wife. The event should be memorable." Perhaps one of

the biggest challenges is the development of invitation lists. Each of the quartet of events has different invitation lists." "Sure," said Winslow, "we have a master protocol list. However, there is a slightly different set of guests for each event. We are definitely challenged." Dunwoody recently selected for promotion to major general, currently serves as the Commanding General, 1st Corps Support Command, XVIII Airborne Corps, Fort Bragg, N.C.

Army recognizes MTMC Reserve unit for deployment award

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Army Reserve Major Sam Houston likes to give credit to others. Houston, a member of the 1190th Deployment Support Brigade, recently led a team in the highly successful load out of a 1st Brigade, 4th Infantry Division, task force from Fort Hood, Texas, to the National Training Center, at Fort Irwin, Calif.

With the assistance of the Baton Rouge, La., Army Reserve unit, the task force left in three days, cutting the normal load-out time of six days. Houston credits the improved load out times with the installation's new 12 ramp railroad car loading area and the highly accurate rail loading plans developed by the post's movement control officer, Gladys Yoshinaka. Now, the U.S. Army has recognized the work performed by Houston and the seven-member team from his unit.

The 1190th was cited as a recipient of a 2002 Deployment Excellence Award in the category of Supporting Unit-Army Reserve. Colonel Ellen Greene, Commander, led a three-member delegation to receive the award in a Crystal City, VA, ceremony August 28th. General John Keane, Vice Chief of Staff of the Army; and Lt General Charles Mahan Jr., Deputy Chief of Staff, G-4, made the presentation.

"Wonderful," said Greene. "This puts the deployment support brigade name on the map. This is excellent marketing and visibility for the type of work we can provide deploying units. News of the award recognition has already spurred calls from war-fighter units seeking deployment support," she said.

"The brigade has received calls from power projection forts who want to know how we can assist them with future deployments," said Greene. During the loading operation January 20th to February 8th, the Army Reserve team was responsible for the documentation of 2,500 vehicles that were part of a task force that included one tank, two mechanized infantry and one air defense artillery battalion.

Houston is currently on duty as an assistant professor of military science at Providence College, Providence, RI. The team's other members included: Capt. Humberto Alexander, Captain Clifton Alford, 2nd Lt. David Mackintosh, Staff Sgt. Daniel Guient, Sgt. Karen Butler and Specialist Simiel Chenault. Lt Colonel Ford McGuffey served as home station liaison. The 100-member unit primarily assists in rail moves. Recently, the unit has assisted in an increasing number of air moves.

The 1190th has two sister units: the 1179th Deployment Support Brigade, Fort Hamilton, NY and the 1394th Deployment Support Brigade, Camp Pendleton, California. All three units are affiliated with the Military Traffic Management Command. Major Eric Evans, the unit's Assistant Chief of Operations, developed the award package.

"I was an evaluator in the awards entry last year," said Evans, an Army Guard-Reserve Officer. "That helped me develop a winning entry. I looked at the photographs that unit members brought back and was able to put their entire process into a written form."

How good was the award recommendation? "I knew we were going to win," said Evans. Nine other Army, National Guard and Army Reserve units received the awards. The awards were created in 2000 to recognize excellence in deployment.



Reservists with the 1190th Deployment Support Brigade assist loading of M1 Abrams tanks, from a 4th Infantry Division task force at Fort Hood, Texas

Pusan Battalion Selected as MTMC's Top Unit

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A transportation terminal unit that handles a host of missions on the Pacific Rim has been selected as the Military Traffic Management Command's Military Unit of the Year. The 837th Transportation Battalion, Pusan, South Korea, has been selected as the top winner based on its performance in 2001. The unit was selected from among 12 MTMC terminal unit battalions.

The award drew immediate praise from Lt Colonel James Brundage, who assumed command June 28 from Lt Colonel Floyd Driver. "This award is a reflection of the high quality of our Korean and American combined workforce executing a real-world theater support mission. This challenges everyone to perform to the best of their abilities," said Lt Colonel James Brundage.

Dr. Son Hui-chol, the battalion's supervisory traffic management specialist, who was named Army winner of MTMC's 2002 Excellence in Traffic Management Awards, cited the unit's strong commercial partnership. "We did our utmost to meet all customer needs yet balance the effort with fiscal restraint and training of our newer unit members," said Son. The 837th last won the Unit of the Year Award in 1997. The 839th Transportation Battalion, Livorno, Italy, has won the award the last three consecutive years.

During 2001, members of the 837th were involved in 25 major terminal operations. The operations included two records: The unit's first experience with a Large, Medium-Speed, Roll-on/Roll-Off vessel, and the successful completion of the largest ammunition move in Korea in the last half century.

MTMC conducted the loading of the Mendonca in both Pohang and Pusan in June 2001. Marine cargo specialists from the 837th prepared stow plans for the vessel and toured the vessel. "The intent was to gain insight on the intricacies involved with working a Large, Medium-Speed, Roll-on/Roll-Off vessel," said Sgt. 1st Class Myong-Sok Choe, Operations NCO.

"The Mendonca played a key role in the Joint Chiefs of Staff-directed exercise," he said. The vessel provided fuel to the exercise via its Offshore Petroleum Distribution System. In a second record, an 837th deployment support team working at the Chinhae Ammunition Pier in June managed the largest ammunition operation on the peninsula since the end of the Korean War. The team documented the movement of 1,200 containers in support of the annual TURBO Containerized Ammunition Distribution System exercise.

"The 837th Transportation Battalion served as the Single Port Manager and provided technical expertise and documentation, in the operation," said Choe. In all, the unit managed three ammunition vessel operations in 2001 that included a total of 2,100 containers. Another key operation involved discharge of 24 AH-64 D model Apache Longbow helicopters belonging to the 1/2 Attack Helicopter Battalion, 2nd Infantry Division. The upgraded helicopters significantly increase the ability of U.S. Forces Korea to provide a contingency defense in Korea. Other unit initiatives in 2001 included: Nuclear/Biological/Chemical exercises, family force protection initiatives, quarterly leadership breakfasts and professional development sessions.

"The 'Kargo Kings' do an absolutely outstanding job," said Colonel Peter Gitto, Commander, 599th Transportation Group, Wheeler Army Air Field, Hawaii. "Their outstanding record of mission performance has directly enhanced the readiness of all U.S. forces on the Korean peninsula."



Members of the 837th Transportation Battalion load railroad cars at Pusan, Korea.

MTMC Initiates Big Surface Redeployment From Afghanistan

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When military equipment rolled off the Motor Vessel Maersk Arizona at Military Ocean Terminal, Sunny Point, it was a pivotal event. Equipment of the 1st Battalion, 187th Infantry Battalion was the first to be returned via surface transportation from warfighters in Afghanistan.

"It's a good news story," said Brigadier General Barbara Doornink, Deputy Commanding General and Director of Operations, Military Traffic Management Command. Our 831st Transportation Terminal Battalion in Kuwait and our 597th Transportation Group made this happen. "We need to continue using surface where it makes sense. It frees up aircraft for other missions and saves tax dollars." The equipment that arrived July 5th was returned to the 101st Airborne (Air Assault) soldiers at Fort Campbell, Ky., at one-tenth the military aviation transportation cost.

"The equipment was originally scheduled to be redeployed via air channels, but the availability of the Maersk Arizona, under charter to the Military Sealift Command, provided an opportunity to save transportation dollars," said Dave Waers, an operations specialist at the MTMC Operations Center, Fort Eustis, VA.

The total load consisted of 78 vehicles and 18 20-foot containers of unit equipment. It was loaded at Ash Shuaybah, Kuwait. When discharge was completed July 8th, the equipment and containers were transhipped to Fort Campbell aboard 19 railroad cars and six commercial trucks. "Movement via surface is a trend we hope the transportation community will follow in the future in both deployment and redeployment operations," said Waers.

Soldiers of the 1st Battalion, 187th, were real heroes in the fighting in Afghanistan. The battalion was part of Task Force Rakkasan, which fought in Operation Anaconda from March 3rd through 14th. Colonel Frank Weircinski, Commander of the task force, related the fight in an interview with www.StrategyPage.com and author Austin Bay.

"We proved to them they have no safe harbor anywhere," said Weircinski. "They can't hide. We came in right on top of them. Of the 1,411 soldiers brought in, we brought out 1,411. That's my task force. We fought for 11 days at 9,000 feet with just one case of altitude sickness and no cold weather injuries."



Soldiers from the 1st Battalion, 187th Infantry Regiment, 101st Airborne Division (Air Assault), scan the ridgeline for enemy forces during Operation Anaconda

Donated Oak Timbers Take On New Life in USS Constitution

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Many new oak timbers will be installed in the USS Constitution in Boston Harbor as the result of an unusual shipment arranged by the Military Traffic Management Command. The oak logs were delivered to the U.S. Navy ship free of charge as a donation of a Jacksonville, Fla., development company. Built between 1794 and 1797 in Boston, the USS Constitution is by far the oldest ship in the U.S. Navy.

The unusual shipment originated through the construction of a new golf course and housing development at the site of an estate home in Tallahassee, Fla. As the development took shape, Allan MacCurrach, President, MacCurrach Golf Construction, Inc., found he had to cut approximately 50 mature oak trees, weighing an estimated 100 tons. What to do with the trees? MacCurrach decided "Old Ironsides," the USS Constitution composed of stout oak timbers in Boston Harbor, might have a good use for the timbers. During a recent family reunion in Massachusetts, MacCurrach and his family had visited the historic ship. He remembered a tour guide mentioning that a large quantity of the ship's original oak timbers had come from the country's Southeastern Colonies.

In a letter dated October 26, 2001, to the Navy, MacCurrach said, "The use by the Navy Department for which I intend the goods is reconstruction of the USS Constitution." The Naval Historical Center Detachment Boston accepted the trees. Currently, only an estimated 8 to 15 percent of the vessel's timbers are original wood.

"It's the biggest donation I've seen," said Dick Collier, a center employee for the past eight years. With the acceptance of the donation on July 3rd, the Navy asked the Defense Contract Management Agency in Orlando, FL, to transport the logs. That is when Traffic manager, Larry Pate contacted MTMC.

The Negotiations & Tender Management Division responded immediately. "There were no rates on file for a carrier to haul logs," said Evert Bono, Chief. "We had to go out and find a carrier who would haul logs." Bono found out that many of MTMC's regular carriers had trucks that specialized in carrying logs. Landstar Ligon, Inc., of Jacksonville, FL, supplied three logging trucks, and Southwest Express, Inc., of Glendale, AZ, supplied two logging trucks.

"As it turned out," said Bono, "it was nothing special on our end. Considering the cargo, however, it was a neat move." Bono has first-hand knowledge of the USS Constitution. He was often in Boston in connection with his former job with the old Interstate

Commerce Commission, in Newark, NJ. Did he visit the USS Constitution? "Oh sure," said Bono. "It is quite a ship considering its age."

In late July, the five trucks carried the logs to Boston, where they were unloaded in an area immediately adjacent to the USS Constitution. "This was a great project," said Pate. "Usually, I deal with contracts. I got to go down and see the trucks loaded. This is a part of the heritage of the country."

The USS Constitution got its nickname, "Old Ironsides," following a battle with the British ship HMS Guerriere on August 19th, 1812. According to the ship's Web site, an unidentified sailor shouted, "Huzzah, her sides are made of iron!" when British cannonballs appeared to bounce off her thick wooden sides. The secret of the ship's construction was her oak construction. The vessel has a 25-inch thick hull at the waterline.

"It is composed of three layers of oak timbers," said the same Web site. "Live oak (one of the most durable woods in the world) for the frames or the middle layer, and white oak for the planking, which rests on either side of the live oak."



The MTMC loads of Florida oak timbers are unloaded at pier side next to the USS Constitution in Boston

IRRIS Wins Cartographic Excellence Award

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A Transportation Engineering Agency project that uses the Web to track freight shipments and the factors that influence them has won a cartographic honor. Intelligent Road-Rail Information Server, or IRRIS, as it is commonly known, was named a winner in the Cartographic Excellence awards at the GeoSpatial World 2002 conference in Atlanta. The Intergraph Mapping and Geographic Information Systems Solutions, the Intergraph GeoSpatial Users Community sponsored the conference. "We are absolutely delighted," said Marc Barthello, one of two engineers who have spearheaded the server's values to diverse audiences. The first-place award also named fellow engineer Jon Pollack, from GeoDecisions, of Camp Hill, PA.

MTMC scored first place in the category "Dynamic Interactive Presentations." The awards were presented June 12th, said an organization press release, to recognize "professional excellence in design, technique, aesthetics, innovation, communication, and presentation." Customers of Intergraph mapping and Geographic Information Systems software participated in the selections.

Intelligent Road-Rail Information Server is one of the Newport News, VA, agency's most important projects in 2002. Agency engineers and GeoDecisions developed the \$1.7 million project jointly over 18 months. The server uses Geographic Information

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System technologies to make it successful. All data elements in the server have an assigned latitude and longitude coordinate. This allows the server to very accurately place transportation information in its proper place on "smart maps," where everything is located according to assigned coordinates.

IRRIS gathers and integrates all types of information from the far reaches of the transportation world—about highways, railroads, marine ports, weather, and defense movements—and combines this information into a visual, easy-to-understand form. The Intelligent Road-Rail Information Server also provides integrated, up-to-date information on deployment route readiness in the continental United States. It even displays real-time route camera images, where available. IRRIS was developed to provide instant information for military deployments. As engineers developed the server, its functionality has expanded to allow real-time monitoring of selected defense shipments.

“IRRIS can track nearly a limitless number of shipments,” said Bill Cooper, Director, Transportation Engineering Agency. Currently, the MTMC Operations Center is tracking as many as 500 freight shipments daily on a real-time basis. The stream of instant and accurate data will give MTMC operators a new level of carrier performance. “We are able to evaluate carrier stops, speed and route selection,” said Cooper. “We can produce automatic reports in a few seconds. No longer will it take numerous phone calls.”

A host of databases, said Cooper, will provide a stream of information to deploying units in such categories as road names, bridges, railroads, military installations, sea ports and satellite imagery. IRRIS also includes video routes in the server from military installations to strategic seaports. These video logs, provided by the Federal Highway Administration, are marked in video images every 108 feet. These logs capture highway surroundings and points of interest providing excellent training for drivers. “This is a very popular feature among drivers,” said Cooper. “They may literally drive the route of a deployment ahead of time.”

MTMC Extends Shipping Contract Six Months

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The Military Traffic Management Command has extended its maritime liner service agreements within the Universal Services Contract 03 for six months. “All contract holders will continue providing ocean liner services with MTMC when the original contract ends September 1st,” said Craig Robinson, Contracting Officer.

“With the current contract working well, we felt the extension would give us greater time for process improvements for the Universal Services Contract 04,” said Robinson. The contract allows for a single six-month extension. The extended contract, valued at \$162 million, will move an estimated 50,000 containers.

“We are definitely in the throes of Universal Services Contract 04,” said Robinson. “Our draft solicitation for the eventual contract was posted on the MTMC Web site June 12th. The new contract will have additional streamlining,” said Robinson. Additional improvements may include further consolidation of the rate structure and streamlining evaluation criteria for bidders. Cargo volume targets and rates are expected to be similar to the current contracts, he said. Fourteen carriers participate in the contract. Of them, six carriers will move the bulk of MTMC cargoes on designated routes. The six include U.S. Flag carriers: American Roll-on Roll-off Carriers, APL Limited, Central Gulf Lines, Farrell Lines (P&O Nedlloyd), Lykes Lines and Maersk Sealand.

The contract under the Universal Services Contract 04 program will be awarded in time to be executed on March 1st. Robinson chairs the Integrated Product Team that is currently developing the solicitation. MTMC team members include both operations and acquisition representatives. Other team members represent the U.S. Transportation Command, and through the partnership of the National Defense Transportation Association, several shipping firms.

The final solicitation to carriers is expected July 29th. Universal Services Contract 03 was awarded July 14, 2001. The \$325 million best value contracts included shipments to more than 130 countries worldwide. The contracts have several substantial changes from their predecessors. The changes resulted in a six-percent cut in contract cost for MTMC and a reduction in the number of overall contract rates from approximately 25,000 to 10,000.

MTMC Reservist Named AUSA Soldier of the Year

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By Ms. Dorea Fowlkes
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When terrorists attacked America on September 11th, little did Joseph Micelotta, a captain in the Army Reserve, know how it would impact him. Within three days, Micelotta, a staff analyst in the accounting division of the New York City Transit Authority, would be serving as a volunteer rescue worker at Ground Zero.

Within a month, Micelotta, a transportation movement officer with the 1179th Deployment Support Brigade, Fort Hamilton, NY, would be working at Fort Hood, Texas, in support of a 1st Cavalry Division Task Force that moved to Kuwait. "I wanted to ensure the warfighters were ready to go," said Micelotta. "I inspected their cargo and made sure it was in good standing for the soldiers." Later, mobilized to support the Military Traffic Management Command, Micelotta served four months of duty at the Prince Sultan Air Force Base, in Saudi Arabia. His service in South West Asia drew two commendations: A letter from the task force commander and a second letter from an American Red Cross station manager for his volunteer work at the air base.

Now, Micelotta has received an additional commendation. The Virginia Peninsula-General Douglas MacArthur Chapter of the Association of the U.S. Army has named him the Officer of the Year. "I was in shock," said Micelotta, who works at the MTMC Operations Center, Fort Eustis, VA. "I have been nominated for awards before, but I have never won," he said.

The award is presented annually to civilian and military employees who perform extraordinary events for their military organizations and civilian communities. Looking back at the year's last 10 months, Micelotta said his volunteer work at the World Trade Center towers is most vivid in his memory. For several days after the attack, he moved debris and dug by hand to search for victims. "I witnessed a lot in the military, but this was not like anything I could imagine," said the New York native. "It looked like a war zone."

Micelotta's volunteer efforts are a source of pride for Colonel Daniel Ganci, his unit commander. Ganci lost his brother, New York City Fire Chief Peter Ganci, in the tragedy. "It did not surprise me that he would be down there volunteering," said Ganci. "He is a good man and it is something I expected him to do."

Micelotta is a good choice for the award because of his desire to help others, said Lt Colonel William Paape, Detachment Commander, MTMC Operations Center. "Micelotta truly represents the best of what America has to offer," said Paape. "He does a great job of representing MTMC and the U.S. Army."



Sgt. 1st Class Harry Bass (left) Maj. Robert Henoach and Capt. Joseph Micelotta stand in amazement at ruins of twin towers of the World Trade Center.

Soldier says off-duty study led to panel selection

By Mr. Martin Weteling

Assistant Command Affairs Officer

598th Transportation Group

For the two months before his Military Traffic Management Command evaluation panel, all Sgt. Gregory Koskey did in his free time and weekends was study. That dedication paid off July 30, when Koskey, of the 838th Transportation Battalion, Rotterdam, the Netherlands, was selected as the MTMC Noncommissioned Officer of the Year for 2002.

"The competition was very tough and winning was not easy," said Koskey, who has several job titles in the battalion, including Training NCO and Customs Clearance NCO. "I was just glad to see all my hard work and study pay off. It took lots of time but it was worth it? not only for me, but for my family as well."

Koskey now becomes the MTMC representative in the National Capital Regional Board competition. A win there would propel Koskey into the final round of the Army NCO of the Year competition. "I am very proud to serve my nation. Joining the Army is one of the best decisions I've ever made," said Koskey.

Koskey said he felt drawn to an Army enlistment. His first duty assignment was as an assistant squad leader in the 7th Transportation Group's 11th Transportation Battalion, Fort Story, VA. Command Sgt. Major James Morgan praised Koskey's selection. "Sergeant Koskey is a true asset to the organization and is one of the pillars I can rely on," said Morgan. "Becoming the MTMC NCO of the Year is a well-deserved recognition for this soldier." Koskey's selection also drew the praise of his chain of command. "The entire 838th team is extremely proud of Sergeant Koskey, and we wish him all the best as he prepares to compete at the regional level," said Lt Colonel Sharon Baker, Commander of the 838th.

The commander of the 598th Transportation Group echoed the praise. "This is a great achievement by Sergeant Koskey, not only for himself, but for all the 598th Transportation Group," said Colonel Victoria Leignadier. "This fine soldier will do an outstanding job representing MTMC on the regional board and then hopefully onto the Army board later this month."

Koskey and his wife, Magda, have two daughters, Paola and Estefany.



Sgt. Gregory Koskey assists employee of MTMC's 598th Transportation Group, Rotterdam, the Netherlands

AIR FORCE SCHOOL HOUSE

Logistics Readiness Officers' Course Taking Off

By Capt Audrey L. Brown

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Air Force wing reorganization scheduled for October prompted Lackland's 345th Training Squadron to set what may be a new speed record for course development, officials say.

A major part of the revamp unveiled recently by Air Force Chief of Staff General John Jumper is creation of logistics readiness squadrons (LRS), which replace retired Air Force logistics plans activities, supply and transportation squadrons. To lead the new LRS, four officer career fields – supply, transportation, logistics plans and field grade logistics officers – are retired effective November 1st. Replacing those career fields is a new logistics readiness officer (LRO) career field.

Creating a new career field required development of a new course to teach global materiel management, distribution and contingency planning skills to officers entering the 21R technical school. The new LRO course is 18 weeks, the longest training program at Lackland. The separate courses in transportation, supply, fuels, and logistics plans have been phased out and on an interim basis will be taught as modules in the LRO course in residence at Lackland as well as via exportable means for CGO's going through transition. The LRO class starts with an integrated two-week "Logistics 101," then students rotate through four remaining modules, which are four weeks in length.

Officers previously qualified as supply, transportation or logistics plans officers will take the exportable version of the course. The exportable portion of the course uses CD-ROMs to train officers in the combined skills that they require in order to become logistics readiness officers.

Impressively, the 345th completed development of the interim course in only six months, meeting the original Air Staff goal. "It usually takes 18 to 24 months," said Lt Colonel Vicki Harris, development director of the new course for the 345th TRS. Lt Colonel Harris said, "the unprecedented development took a great deal of teamwork that involved the 37th Training Wing, Headquarters AETC, and the Air Staff. We knew we were expected to open the doors on June 24th and that is exactly what happened. The first day of class, we opened our doors to 26 students—an awesome accomplishment."

The current class will graduate on October 30th. Additionally, there is an influx of both Air National Guard and Air Force Reserve students that participate in one of the four modules. The next class of 96 officers is planned to begin November 7th.

Now in development, is an integrated logistics readiness curriculum geared towards teaching the basic LRO skills as processes within the new core competencies of materiel management, distribution, and contingency operations.

In a 28 August 02 ceremony, the 37 Training Wing activated the 37th Mission Support Group and the 37th Logistics Readiness Squadron, and deactivated the 37th Logistics Group and the 37th Supply and Transportation Squadrons.

Major Brian Rusler, operations officer for the 345th said, "the reorganization puts all logistics functions under one person for one-stop shopping by war fighters needing support. It gets the support people closer to the maintenance people and to the fighters."

NEVER FORGET

By Ann Tracey J. Thomas

3-Level Student

Traffic Mgt Apprentice Course

School House

Lackland AFB TX

To the countless men and women who raised their right hands and took the oath to serve and fight for their country. What made you join? Was it for discipline, for patriotism, to follow in the footsteps of a loved one or family member? Are you proud to wear your uniform? Do your boots shine and sparkle? Do you salute the flag and does it send chills up your spine when you see it hoisted up the flagpole in the morning for reveille, or lowered in the afternoon for retreat? Have you ever tasted war? Have you had bullets whiz by your head? Have you watched your best friend die in your arms? Have you hugged your mom and dad, wife, husband, or children and said goodbye, not knowing if you would see them again? Have you been to a foreign country, your stomach churning, heart pounding, but filled with pride, ready to show the world the real meaning behind the red, white, and blue?

Where were you when the first plane crashed into the Twin Towers of the World Trade Center? Were you sitting in front of the TV watching the tragedy unfold or listening to it on the radio? Were you one of the thousands in the buildings that escaped the tragedy? Did you have a friend, family member, or loved one die so cruel a death one year ago today? Did you promise them you would join the military to protect others from the same fate?

In memory of those who died, we must vow never to let the terrorists or those who want to destroy our freedom prevail. As Americans, we must stand up for the love of our country. As service members in the world's greatest military, we must wear our uniforms with pride and dignity. We must be team members and give a hundred percent effort to our unit and the mission everyday.

We must never forget what happened to America on September 11, 2001. As we pause to remember those who perished on this day, we must also remember the former POWs, MIAs and those who have made the ultimate sacrifice in the defense of freedom, democracy, and love of country. As military members we must not only serve proudly, we must also be prepared to answer the call to arms wherever and whenever it may come. For to quote a former leader, "It is an honor to have been born free. It is an obligation to die free." To all those who perished on September 11th, we will never forget.

New Tractor Trailer Course

By SSgt Kristopher B. Brockel

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The mission of the Air Force is constantly changing. Between the contingencies and deployments, our day-to-day jobs are always a new experience. Here at the schoolhouse we know how important it is to have a skilled vehicle operator in the field. Changes are being made to give our new vehicle operator apprentices more hands-on training and behind the wheel time. In addition to the driving time they already receive on forklifts and 28/44-passenger buses, the new tractor-trailer course will provide students with more driving time. While in technical school, students will spend approximately 42% of the time behind the wheel of a vehicle. Students will begin the training in the classroom as they always have, learning the different terms and types of tractor-trailer combinations.

Before the changes, students were given hands-on training on coupling and uncoupling the combination. This only allowed them to pull the vehicle forward about twenty feet and then back it the same distance. The new course allows for over the road time. First they will be given a demonstration on coupling and uncoupling and allowed to practice these procedures. Once students are able to couple the combination satisfactorily, they will drive a short practice route, approximately 15 minutes. After the practice drive, students return to the starting point and back the tractor-trailer into a designated space. The combination is then uncoupled to end the practice portion.

The final stage of the new course will be to progress check students on what they have learned. They will, without instructor assistance, have to demonstrate their proficiency. The driving time for this portion of the course is extended to 30 minutes.

Our objective at the schoolhouse is to try and tailor the course to fit the need of the Air Force mission. One way to accomplish this is to ensure our new vehicle operators have more training on the vehicles they will operate in the field. Unfortunately, the time needed to fully qualify each student is not available while at the schoolhouse. However, this new training is a step in the right direction.



Students accomplishing coupling and uncoupling procedures

OTHER ITEMS OF INTEREST

UPGRADE TRAINING

By MSgt Michael Dobbs
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Wouldn't it be nice, if at only a glance you could see how your upgrade training is going? Have you ever found it difficult to flip through several OJT records to get a feel for how the upgrade training is doing? MSgt Dobbs and MSgt Benavente of the 30th Transportation Squadron at Vandenberg have devised a simple Excel spreadsheet that calculates individual progress. The spreadsheets are separated into 7-Level and 5-Level training. Core tasks are assigned to each spreadsheet.

Once an individual is signed off on an area, the supervisor places an "X" in that square. The spreadsheet does the rest. It gives you the amount completed against the total needed, and provides a percentage of completion. For both 7-level and 5-level training, it provides the percentage of completion for each group. As a Superintendent or NCOIC, you can see at a glance the progress of your upgrade training. As an added step, we printed and posted it so folks can see at a quick glance what areas they need training on. Since we started using the spreadsheet, we've noticed at least a 25% increase in tasks that have been closed out. So if you would like to amaze your bosses and take care of your troops in a more efficient fashion, feel free to e-mail michael.dobbs@vandenberg.af.mil for a copy of this spreadsheet.

Mobile Home Computations

Mobile Home computations can be quite a bear. The math by itself can be mind boggling for most of us who don't quite get percentages. The household goods section at Vandenberg AFB has created a quick and easy spreadsheet for figuring out Mobile Home cost estimates. This allows us to easily see the 105% of what it would cost the government and advise the departing member as to his/her potential incentive. To utilize this quick and easy spreadsheet, you first need to have a good understanding of the D-6 and know how to look up rates applicable to a members move. E-mail michael.dobbs@vandenberg.af.mil for a copy of this spreadsheet.

Regulation Tip

Have you ever noticed that you are always looking up the same information? You know its there but can't remember where or which regulation it is in. Use a Rolodex file. Have a separate card for each subject, such as Firearms shipments, DTR 205-8 small amounts via UPS, 24-201 9.6, 9.11 GSA contract service, ATT 10 Escort criteria; 24-202 8.2 Packaging; and DOD 5100.76-M SRC Categories Appendix 1. Over time you will have a Rolodex full of subjects when you or your personnel want to look something up. No wasted time looking or flipping pages.

US and Korean Transportation Friendship Tour/Site Visit

By MSgt Thomas Helms

7th Air Force

Vehicle Operations Manager

Several transporters from Osan AB were recently given the opportunity to see how a Republic of Korea Air Force (ROKAF) transportation squadron operates under the first of its kind "Friendship Tour." Major Steven E. Mack, 7AF Chief of Transportation, along with five members of his staff and three 731 AMS Ramp Services troops, attended a tour of Chong Ju Air Base. AFOC Chief of Transportation, Lt Colonel Kim, along with two of his ROKAF staff, escorted the transporters around the installation.

The first site they visited was the Chong Ju Air Base aerial port operations, where the 731 AMS folks, and the 7AF Air Transportation staff, trained the Koreans on how to operate a newly purchased 35K Loader that the ROKAF bought from the British. The Koreans were impressed with the knowledge and professionalism of their American counterparts as both parties discussed the purposes and benefits of the asset, and witnessed a functional equipment demonstration provided by the ROKAF.

At the next stop, the vehicle operations and vehicle maintenance staffs were briefed on the organizational structure of a typical ROKAF transportation squadron. The 7AF staff was afforded an in-depth look at how the Korean maintainers repaired vehicles from KangNung Air Base that were damaged during Typhoon Russa. The maintenance personnel completely stripped the vehicles of all interior pieces, repaired the flood damage, and then reassembled all assets, all the while demonstrating outstanding proficiency in their jobs and pride in their work. SMSgt Donald Foster from the 7AF staff gave favorable comments as to the expedience of the ROKAF crew and their abilities to turn around a flooded vehicle in three days.

Following the tour, the participants conducted the first annual USAF/ROKAF Transportation Bowling Tournament. The 7AF Staff soon discovered the Koreans commitment to excellence extended to the bowling alley. The USAF team fought hard in their 0-2 losses to their ROKAF counterparts.

The day provided an opportunity for both sides to learn more about each other’s country’s culture, traditions, and how their counterparts operate. Major Mack said of the tour “It was awesome! It gave us the opportunity to see what our counterparts do; as well as, meet their enlisted folks.” The trip was made successful through the efforts of MSgt Thomas Helms, who planned and organized the entire event. The Major went on to express how pleased he was with the enhancement of esprit de corps between the two services and looks forward to hosting the first annual USAF/ROKAF Transportation Rodeo in the spring.



731 AMS folks and Korean forces operate 35K Loader at Chong Ju Air Base

MEEP’S CORNER

AF Management and Equipment Evaluation Program

By Mr. Charles Batchelor

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New Transportation Related Projects

1. Bead Breaking System: BOA Constrictor, Hammerless Bead Breaking System distributed by Gaither Tool Company, 2255 W. Morton Ave., Jacksonville, Illinois 62650, website is <http://www.Gaithertool.com>. The patented BOA Constrictor is a Hammerless Bead Breaking System that enables a technician to easily break the bead for tire removal. It attaches to all standard airlines and literally “squeezes” the tire bead away from the wheel by creating a vacuum inside the tire. Test Sites. Nellis, Moody and Davis-Monthan AFBs. Project No. T02-15.

2. Distance Measuring System: The Distance Measuring System (DMS) 2000 is manufactured by Sheffield Partners L.L.C. 1921 Lake Shore Drive Michigan City, IN 46360. <http://www.sheffieldpartners.com/>. The basic unit consists of a mirror and two sensors that are installed on back of the vehicle. Using ultrasonic, the sensors detect the nearest obstruction and show the driver how close the back of the vehicle is to an obstruction. The read out range (9.9 feet to 1 foot) on the LED is displayed on the driver’s outside rearview mirror. Test Site. Keesler AFB, MS. Project No. T02-17.

3. Cordless Impact Wrenches: The Cordless Impact Wrenches (Models CI-190 and 192) manufactured and distributed by ZNEX Performance Tools, 225 Pacific Street, Pomona CA 91768. Telephone number (909) 598-8578, Fax (909) 598-0830, and email address: www.znex.com. The CI-190 is a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 110 ft-lbs with

3300 impacts per minute and weighs 5.1 lbs. The CI-192 is also a ½ inch drive unit that has 19.2 volts and provides a maximum torque of 220 ft-lbs and is advertised as an excellent tool for removal and tightening of car wheel lug nuts. Test Site: Whiteman AFB, MO. Project No. T02-20.

4. Jack Forklift: The Fork Lift Jack Model LTJ manufactured and distributed by Meyer Hydraulics, 512-22 W. Burr Oak Street Centreville, MI 49032. Telephone number 1-800-253-2076. Website <http://www.meyerhydraulics.com>. This jack is specifically designed for Forklifts and has the following features: (a) Convenient handle (b) Interchangeable standard pump (c) Deep reaching lift pad w/slip resistant tooth (d) Large wheels for easy transporting. Test Site. Whiteman AFB, MO. Project No. T02-21.

5. Magnet Paint: The Chassis Saver Rust Preventive Paint, manufactured by; Magnet Paint and Shellac CO., Inc 336 Bayview Avenue, Amityville, New York 11701, 1-800-922-9981; is a low odor, high build, single component chassis paint; and underbody coating that the manufacturer claim provides unsurpassed rust, and corrosion protection. Web site: www.magnetpaints.com. Test Site: Langley, Kadena, and Lajes AFBs. Project No. ET02-16.

6. Seat Belt Shift Lock: The Seat Belt Shifter Lock is manufactured by D & D Innovations, Inc., 24361 Greenfield Suite 202 Southfield, MI 48075. Telephone (313) 506-2538. Web Site. www.seatbeltshifterlock.com. The Seat Belt Shift Lock (SBSL) is a state-of-the-art electronic control module designed to ensure and promote responsible and proper seat belt usage. The SBSL module will physically prevent the vehicle from shifting out of PARK until the driver, and, or passenger's seat belts are fastened. Test Site: Moody AFB, GA. Project No. T02-22.

On-Going Transportation Related Projects

These projects are in the final phase of completion. The test results will be publicized in the next issue of the Transformer and the Consolidated Status Report.

1. Work Lite: (Model 212) Ferret AC Powered 60 and (Model 222) 90 Element Automotive Worklight manufactured by Ferret Instruments, 2128 Yosemite Drive, Lebanon, Indiana 46052, (765) 482-2161. Web Site <http://www.ferretinstruments.com>. The manufacturer claims the new Ferret Worklight is virtually indestructible. It's shatterproof, waterproof and even technician proof. It's so rugged, that it's backed by an unparalleled 5-year lighting element warranty. Test Site: Whiteman AFB, MO. Project No. T02-06. Project will close Oct 02.

2. Air Hydraulic Bottle Jack: Model 10415 is a 12 ton Air operated economy bottle jack manufactured and distributed by Equipment Supply Company (ESCO). Mailing address is, 15424 Flight Path Drive, Brookville, Florida 34604, Phone: 1-800-352-9852, Fax: 352-754-4508. Website: <http://www.esco.net>. Test Site: Langley AFB, VA. Project No., T02-10. Project will close Nov 02.

3. Code Reader: The 3100 OBDII Code Reader is manufactured by Equus Products, Inc Fountain Valley, CA 92708. 714- 433-0121. Website: www.codereader.com. The Code Reader has a large easy-to-read LCD screen. It retrieves both generic (P0); and manufacturer specific (P1) diagnostic codes, and it can link and retrieve codes in less than 10 seconds. Go to Website for more specific details. Test Site: Shaw AFB, SC. Project No., T02-11. Project will close Nov 02.

4. Brake Wagon: The Brake Wagon Model MCMW-1 is manufactured and distributed by Mobile Clean, 926 Tinker Avenue, Vinton VA, phone 1-888-848-5216. Website: <http://www.mobilecleancorp.com>. The Brake Wagon is a solvent free, 15gallon capacity portable wagon type tank mounted on quality caster type wheels that maintains constant cleaning solution heat to 118 degrees and has reusable filters and removable sink for easy cleaning. Test Site: Nellis AFB, NV. Project No., ET02-14. Project will close Jan 03.

5. Mini-Max Modular: Mini-Max Modular II Steam Cleaner, Model # 6609.22. PDQ Precision Inc. P. O. Box 99838 San Diego CA 912169 manufactures The Mini-Max Cleaners (858) 581-6370. Website <http://www.minimaxcleaner.com>. All Mini Max Cleaners are a patented new process, which instantly converts Distilled, De Ionized water or ARMA-SOL rust inhibitor solution to high-pressure steam vapor on demand, and is easily controllable by the operator. Test Site: Luke AFB, AZ. Project No., ET02-02. Project will close Oct 02.

6. T-Rail Flooring System: The T-Rail Flooring System, made by Rumber Materials Inc., 621 West Division Street, Muenster, Texas 76252; phone: 1-877-786-2371. Website: www.rumber.com. The T-Rail Flooring System features Rumber boards (decking on heavy construction trailers) with ¼" T-Rail welded to 24" cross-members. Rumber boards are made from 100% recycled tires and

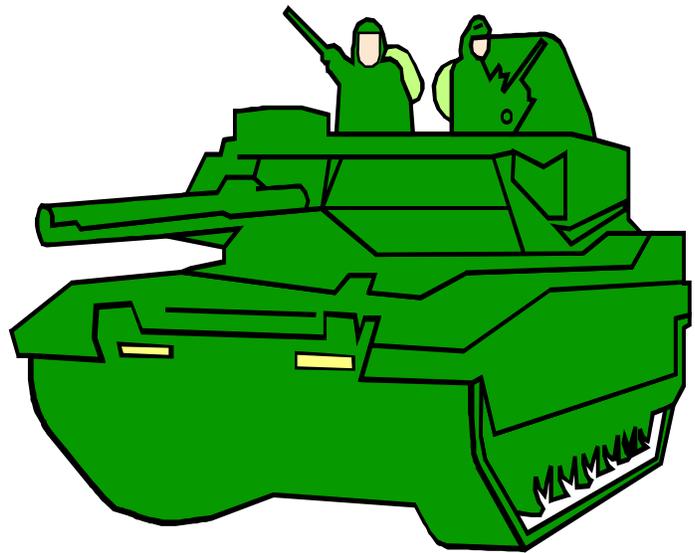
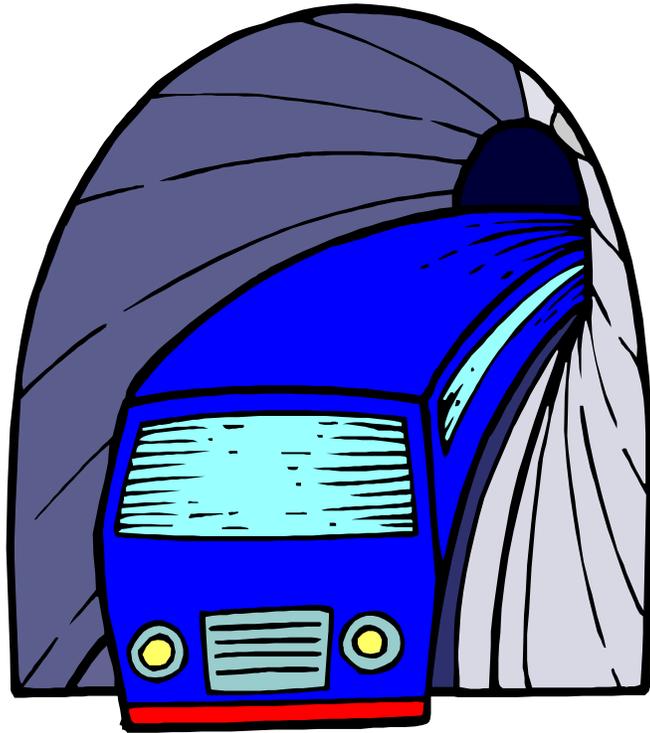
plastics and is reputed to be an excellent substitute for wood as flooring on equipment trailers. Test Site: Hurlburt Field, FL. Project No., C02-04. Project will close Oct 02.

7. Mid-Rise 6,000 lb Portable Lift: Manufactured and distributed by Mohawk Resources, LTD. 65 Vrooman Ave, Amsterdam, NY 12010, 1-800-833-2006, Fax: 518-842-1289. Website <http://www.mohawklifts.com>. The Mid-Rise 6000 LB Portable Lift is designed for lifting light-duty vehicles. Test Site: Eglin AFB, FL. Project No., T02-03. Project scheduled to be closed in October 2002.

8. Fluid Evacuator: Model 10-15-1071, manufactured and distributed by Vacula Automotive, 212 Ambrogio Drive, Gurnee, IL 60031, phone 1-800-633-8267. Website <http://www.vacula.com>. The Fluid Extractor is a versatile portable vacuum operated fluid evacuator for changing engine oil; transmission fluid, or other fluids quickly and cleanly. Test Site: Offutt AFB, NE. Project No: T02-02. This project will be closed in September 2002.

Information about all MEEP projects (Transportation, Civil Engineer, Environmental, other non-specific and Special projects) can be found in the Consolidated Status Report on the HQ USAF/ILT web site <http://140.185.52.73/ilt/iltv.html>.

Questions may be directed to any member of the MEEP staff. Mr. Charles Batchelor, Mr. James Harley, Mr. Russell Craig, Mr. Ronnie Ward or Mr. Jeffrey Grages at DSN: 574-4410/4408. COMM: (757) 764-4410/4408. FAX: 4415 or by e-mail: charles.batchelor@langley.af.mil. The telephone and email extensions are the same for all.



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Articles can be about quality initiatives, lessons learned, PAT results, etc. The crosstell you originate should be an action that has had some results, positive or negative.

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(1) Email. (2) Fax. (3) Mail disk with article in plain text or Word.

All articles must be submitted

through your MAJCOM POC, listed on this page.

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